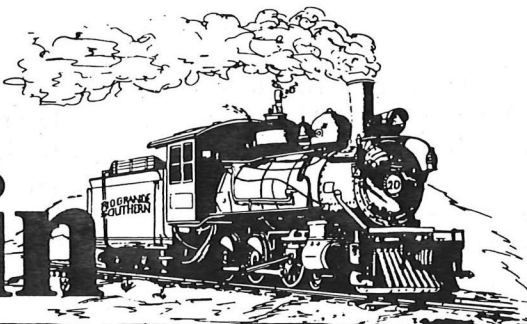


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

ANNUAL BANQUET

October 13, 1990 -- 6:00 p.m.

WHERE: The Denver Athletic Club
1325 Glenarm Place, Denver, CO

WHEN: 6:00 p.m. -- Cocktails
7:00 p.m. -- Dinner

Free parking available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert Bidwell..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE ALL copy for publication in the November, 1990 Rail Report is due no later than October 9, 1990!!

October, 1990..... No. 373
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, missing newsletter pages, etc. to:

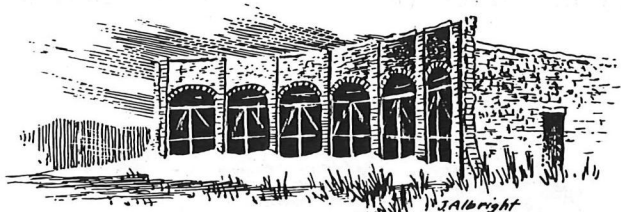
Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

OCTOBER 13 PROGRAM—ANNUAL BANQUET

"Railroading in the State of New Mexico" A 535-slide presentation selected from nearly 10,000 photographs taken by several photo-



graphers beginning in 1940 and including views as recent as August of 1990 on the Santa Fe's New Mexico and Arizona Divisions.

The program will be presented by John and Marcia Lucas of Los Alamos, New Mexico.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

SEPTEMBER PROGRAM

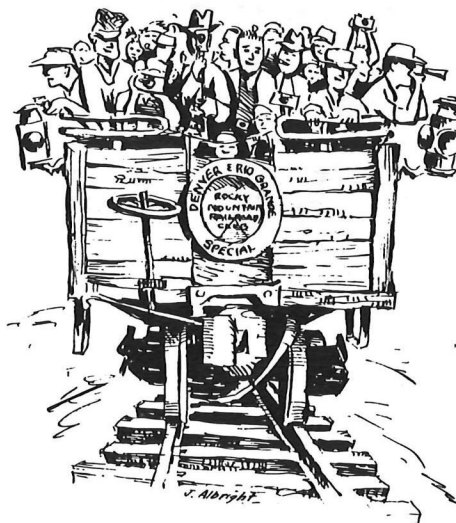
An outstanding evening of photography on the Union Pacific was enjoyed by all in attendance at the September meeting as Jim Ehernberger (longtime member and past president) related the Union Pacific's Wyoming Centennial Special Train's passage from Cheyenne, into Idaho, and back, June 27th through July 7, 1990. Excellent shots of Steam Engine No. 844 and Diesel No. 6936 were recorded from the ground and on board the special train, as well as many views of the festivities along the route and crews working and maintaining the train and its consist.

Additional photos were presented showing the Burlington Northern's Centennial Train as well, along with the first views of UP 3985 being tested on trial runs to LaSalle, Colorado and North Platte, Nebraska where it hauled a 100-car train with ease!! The No. 3985 has just been converted to oil from coal and can now travel more freely to many locations not previously possible due to a penchant for setting fires along the right-of-way. Perhaps, we may see 3985 in Denver now!!

Our thanks to Jim for a wonderful program.

NEWSREEL: A short presentation was provided by Ed Slattery concerning light rail transit in Northeast Denver. Some of this information will be provided later in the newsletter.

Copies of the July issue of Northeast Corridor (News about Rapid Transit from Downtown to the Airport) were handed out. Ed is a member of the Municipal Railway Society and Rail Heritage.



1990 SCHEDULE OF EVENTS

- | | |
|-------------|-----------------------------------------------|
| October 6 | Pike's Peak Moonlight Excursion on the COG RY |
| October 13 | ANNUAL BANQUET |
| November 13 | Regular Monthly Meeting |
| December 11 | Elections and Regular Monthly Meeting |

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

- | | |
|----------------|---------------|
| Alfred Ames | Littleton, CO |
| Dan M. Davis | Denver, CO |
| John E. Rogers | Houston, TX |
| Leroy Whiteley | Littleton, CO |

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

- | | |
|------------------------|--------------|
| Henry L. Rozier (#104) | Riverton, WY |
|------------------------|--------------|



COPY DEADLINES FOR NOVEMBER AND DECEMBER ISSUES OF THE RAIL REPORT

Please make special note of the following deadlines for the November and December issues of the Rail Report!!

October 13 for NOVEMBER Rail Report

November 1 for DECEMBER Rail Report

There will be no exceptions! The November newsletter will be mailed out on 31st and the December newsletter will be mailed out on November 21st. In particular, the mailing committee wishes to get the December newsletter out before the Thanks Giving Holiday and in accordance with the Club's Bylaws as respects elections.

ELECTIONS: A nominating committee will begin selecting candidates for officers and board members. The hold-over directors will serve in this capacity and include Hugh K. Wilson, Bob Packer and Pete West.

Please feel free to contact these men at the meetings or by mail at the Club's Post Office Box regarding suggestions for their consideration in making nominations.

ANNUAL BANQUET

You are cordially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 13, 1990.

This gala event will be held at the Denver Athletic Club, 1325 Glenarm Place. Cocktails will be available at 6:00 p.m. at a cash bar; Dinner will be at 7:00 p.m., with the evening's program following dinner and door prizes.

Free parking is available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton. Please mention that you are with the Rocky Mountain Railroad Club.

Our banquet will be held in the grand ballroom. Those attending the Banquet in 1989 will remember the outstanding accomodations!

Dinner will consist of your choice of one of two entrees: Filet Mignon with twice-baked potato or Salmon Steak with rice;

Tossed Salad with choice of dressing; Seasonal Fresh Vegetable; Rolls & Butter; choice of beverage--Coffee or Tea; and dessert consisting of White Chocolate Raspberry Cheesecake. [Please mark your entree preference on the order coupon].

Our Banquet Program should be of great interest to Club members as it covers a number of years of railroading in New Mexico.

Entitled "Railroading in the State of New Mexico", this program consists of a 535-slide presentation selected from nearly 10,000 photographs taken by several photographers beginning in 1940 and including views as recent as August, 1990, on the Santa Fe's New Mexico and Arizona Divisions.

The program will be presented by Club member John Lucas and his wife, Marcia, of Los Alamos, New Mexico.

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is, once again, a mere \$20.00 per person. Tickets will have to be ordered by phone at this point since this issue of the Rail Report will not reach you in time to order by mail. Please call Joe Priselac at (303) 455-0974. Please order as soon as possible as we cannot add dinner places after Wednesday, October 10th.

ANNUAL BANQUET ORDER FORM

NAME _____

ADDRESS _____

Zip _____

Telephone:() _____

_____ Filet Mignon @ \$20.00 ea. \$ _____

_____ Salmon Steak @ \$20.00 ea. _____

Total \$ _____

AMTRAK TO CENTRAL IOWA, WYOMING?

The July issue of "News" from the National Association of Railroad Passengers contained the following news item:

P.L. 101-322 requires Amtrak to give Congress by January 6, 1991, a "detailed report" on its evaluation of "the short-term and long-term revenue and cost implications of separating the existing California Zephyr-Desert Wind-Pioneer train into 2 service routes serving separate western destinations via a southern route and a central route through Iowa."

Before the House passed HR 5075 by voice vote on June 25, Rep. Thomas Tauke (R-IA) called this study "of keen interest to the people of Iowa...I am confident that this study will demonstrate the substantial economic benefits of creating a new Pioneer route to connect Chicago and Seattle. This new route will enable Amtrak to provide more timely service to cities along Amtrak's California Zephyr and Desert Wind routes. And it will bring Amtrak service to portions of my State which recently lost intercity bus service."

"More timely service" presumably means that the eastbound "Zephyr" would no longer be delayed in Salt Lake City by waits for the "Pioneer," which would run as a separate train across southern Wyoming, bypassing Salt Lake City (except for a feeder bus?) but not Denver, and running Omaha-Chicago on the Chicago and North Western across more populous central Iowa, including Ames, Cedar Rapids, and Clinton.

[A page one story in the July 5 *Washington Post* said Clinton paid little attention to its recent loss of Greyhound service and is focussing civic efforts on restoration of passenger train and scheduled air service. The story ran with a photo of Clinton City Administrator George Langmack standing in front of the C&NW station. The story suggested that development of rural on-call van systems (16 in Iowa, 1,140 nationwide) helps explain why Greyhound route cuts have provoked so little protest.]

In 1987, Amtrak studied moving the entire existing train to the C&NW but decided that

projected revenues and cost savings did not justify the move. But C&NW communities were excited by the prospect of having Amtrak service, just a southern Iowa points points who now have service were aghast at the idea of losing it. Splitting the long and crowded train would please both camps--and the on-board employees.

P.L. 101-322 doesn't specifically mention Wyoming, but it is unlikely Amtrak would try to run 2 separate trains over the Rockies. One advantage of running the "Pioneer" on the faster Wyoming route is the eastbound train could depart Seattle later than the present 6:00 a.m. and still make present 3rd-day East Coast connections in Chicago. Moreover, the new House appropriations bill requires the Federal Railroad Administration (FRA) to study reestablishment of Amtrak service in Wyoming.

(Carl Carlson)



VOLUNTEERS NEEDED TO MAN CLUB TABLES AT THE GREAT AMERICAN TRAIN SHOW

Since we had such fine sales at Transfair last July and the Club received a great deal of excellent publicity, we have reserved two tables at the Great American Train Show, to be held at the Coliseum, on Saturday and Sunday, December 8 and 9, 1990.

This will mean that we will need a few volunteers to man the tables. The Great American Train Show organizers represent an out-of-town management and is not as liberal with passes as Transfair is, requiring fewer RMRRRC volunteers and longer shifts. The show will run from 11:00 a.m. to 5:00 p.m. each day, allowing for six hours to present the Club to the public and offer merchandise to benefit the Club and the Club's new historical foundation.

Please volunteer now so that we can start making our plans for a great publicity event and opportunity to obtain funds for various historical restoration projects. Please contact Dave Salter to volunteer for this show at 779-4030. (Bob Griswold)

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the September 11, 1990 meeting are as follows:

Wally Porter / Set of Booklets: Steam's Way, etc.

Wayne Gailus / Trains & Train People in American Culture

Ed Gerlits / Set of Prints

Gene Martin / Ghost Railroads of Tennessee

Bert Bidwell / Set of large Post Cards

Ed Dickens / Set of MoPac Passenger Tickets

John Holzman / Poster: UP's Overland Limited

Alan Wise / Railway & Locomotive Historical Society booklet[25 years]

Fred Watts / Jersey Central booklet

Jack Hettinger / Two 1985 Calendar Prints

Bonus: Each winner at the September meeting received an additional prize of a postal cachet, commemorating the Idaho Centennial Special Station, Boise, Idaho, July 3, 1990, picturing UP 844.

If members have items they wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

[Editor's Note: We beg your continued indulgence in supplying your name to myself or whoever is taking names for listing with prizes in the newsletter. Names and faces do not always come together when trying to keep track of prizes being taken: In other words, minds go blank! At times, I have had my mind draw a blank at remembering such notable folks as our president, Dave Salter, treasurer, Bert Bidwell, and, vice president, Joe Priselac!]

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: FORT COLLINS MUNICIPAL RAILWAY Birney trolley decals. 1930 version or 1950 version. Please specify. Complete sets are \$8.00, HO Scale. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

FOR SALE: COLORADO MIDLAND locomotive decals. Several styles and eras available. Complete Sets. HO Scale. LSSAE for list. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

PROGRAM ON THE THREE RAILROADS OF THE SAN LUIS VALLEY TO BE PRESENTED BY CLUB MEMBER

On October 13, 1990, at 1:00 p.m., Bob Griswold will present a slide program at the Bonnie Brae Baptist Church, 700 Bonnie Brae Boulevard, Denver, featuring the "Three Railroads of the San Luis Valley." This is a program of the "Glimpse of Colorado History" series sponsored by the Colorado Endowment for the Humanities. Rocky Mountain Railroad Club members are cordially invited to this free program. Make October 13th a full day of railroad fun! [RMRRRC Banquet that evening. Editor] No reservation necessary. (Bob Griswold)

ADDITIONAL INFORMATION ON THE TINY TOWN RAILROAD

Tiny Town (and the Tiny Town Railroad), which is located in Turkey Creek Canyon off U.S. 285 west of Denver, has been open from 10:00 a.m. to 7:00 p.m. daily during this past summer and we would expect this to be true next summer. It is expected to be open on weekends at least through September. Admission is \$2.00 for adults and \$1.00 for children under 12. Information can be obtained by calling 790-9393.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody St., Lakewood, Colorado 80226.

**NEWS FROM THE ROCKY MOUNTAIN
HISTORICAL SOCIETY FOUNDATION**

**DENVER & INTERMOUNTAIN RAILROAD
No. 25**

Your contribution is needed to help restore the only totally intact and surviving car of Denver's once vast electric railway system. Interurban Car No. 25 provided passenger service at speeds up to a mile-a-minute between downtown Denver and Golden and was built in Denver by the Woeber Car Co. It was placed in service in 1911 and the Rocky Mountain Railroad Club purchased the car in 1950 to prevent it from being scrapped. The car has been officially donated to the Rocky Mountain Railroad Historical Foundation by the Rocky Mountain Railroad Club and financial help is needed so that the Foundation may continue with the car's restoration.

How may you help?

16" X 20" Color Prints (13 1/2" X 18 3/4" image area) of the car in its original livery and as it is being restored are available. These prints are 4-color process prints of the water color as done by Joe Priselac. Price is **\$10.00** (plus appropriate sales tax for Colorado residents) and \$2.50 for mailing. \$5.00 of the purchase price is a tax deductible donation. Checks, money orders, etc., should be payable to the "Rocky Mountain Railroad Historical Foundation."

Additional **Donations** towards restoration of the car will be recognized as follows:

\$25 to \$100: The names of these donors will be etched on a brass plaque to be mounted on available wall space inside the car.

\$500 to \$999: An individual brass plaque with each donor's name will be mounted on wall space near the front of the car.

\$1000 and Up: An individual brass plate with the donor's name will be affixed to the aisle-end of one of the car's seats.

Donations are 100% tax deductible and should be made payable to the "Rocky Mountain Railroad Historical Foundation." Tax I. D. No. 84-0404385 should be noted on the donation document.

Donations and orders for colors prints should be submitted to:

Rocky Mountain Railroad Historical Foundation
P. O. Box 2391
Denver, CO 80201



The above painting, by RMRRRC Vice President, Joe Priselac, depicts the Club's Denver & Intermountain RR Company No. 25 leaving Golden in days past, sporting its original livery. This fine print of Joe's original water color rendering is being made available to help support the cost of complete restoration of this car. Details are available on the facing page. (Darrell Arndt Photograph)

BUY THE DENVER POST
IF YOU WANT LATEST
NEWS 12 TO 24 HOURS
AHEAD OF OTHER PAPERS

THE DENVER POST

THE PAID CIRCULATION
OF THE DENVER POST
YESTER-
DAY WAS 172,753

EXTRA

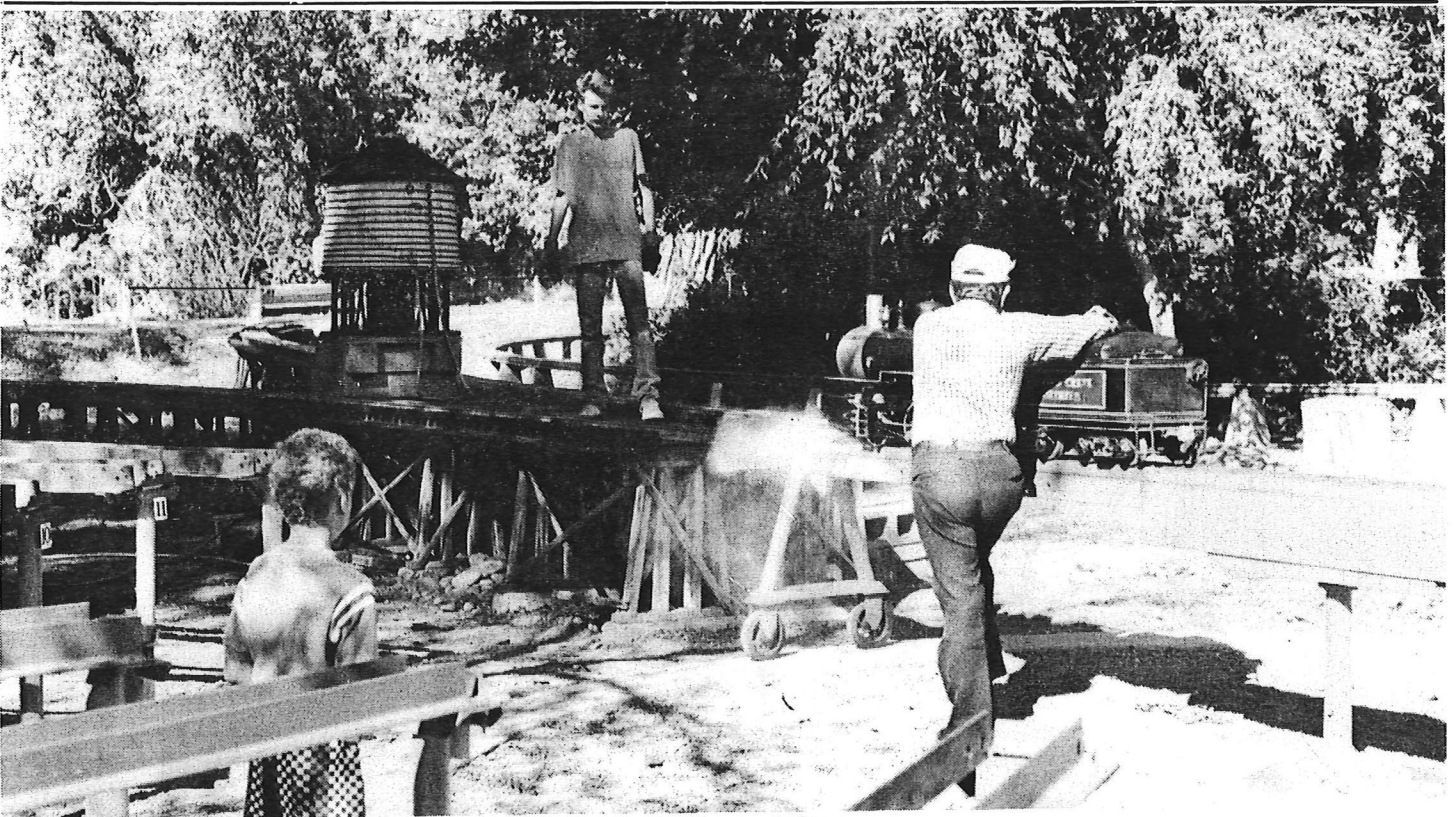
DENVER, COLO., THURSDAY, JULY 7, 1927

RAILROAD TUNNEL DRILLERS PIERCE CONTINENTAL DIVIDE

NEW RAILROAD BOOK IN WORKS—CLUB HELP REQUESTED

The Denver Post headline of July 7, 1927, reproduced above, sets the stage for a new railroad publication being worked on by Club member and author, Bob Griswold. The subject matter is the famous Moffat Tunnel and the Moffat Road. Bob has at his disposal, about three hundred photos from the Clifford Betts' collection. He thinks that it would be a shame not to share this material with the railfan family in a book

form. Combined with this material, Bob wishes to seek out many additional photos that have not been previously published, over and over, again. Perhaps some of our Club members know where new material may be found. Should this be the case, Bob would like to hear from you. Bob can be contacted through the Club (Bob is currently a board member) or at his home address: P. R. Griswold, 3470 So. Poplar Street, Apt. 310, Denver, CO 80224.



A time-honored tradition depicts engineer and his locomotive turning on the turntable to the water track. The turntable will be lined up with the left wye track, the engine pulled up to the water tank for a drink and then sent out on the mainline for passenger service.

(Jim Trowbridge Photograph)



This scene reminds your editor of days gone by when he, as a small boy, stood along the railroad tracks, watching railroad men in steam engines switching cars and looking over their iron steeds. There is a difference in scale, but the young man in this photograph (Christopher Myres) shows the same intense interest. A moment later, the engineer offered Christopher a chance to mount his locomotive and see "how it feels." Needless to say, Chris didn't need any urging to try it out!!

(Jim Trowbridge Photograph)

REPORT ON THE COLORADO LIVE STEAMERS OPEN HOUSE

The Rocky Mountain Railroad Club wishes to express its thanks to the Colorado Live Steamers for their hospitality at their annual open house.

This year's event was held on Friday, Saturday and Sunday, August 17, 18 & 19, 1990.

The vast majority of visitors showed up on Saturday, including many RMRRC members. At one point, a couple hundred folk were present to enjoy the operations of the Live Steamers.

Not having visited the layout for two years, your editor was surprised at the many changes, including the additional trackage, now giving a mainline trackage of almost 2,500 feet. Turnouts are in place for more sidings and mainline extension across two bridges which will allow for even more mainline trackage.

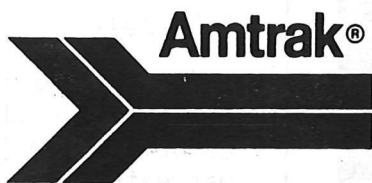
As usual, everyone associated with the Colorado Live Steamers was extremely friendly and anxious to please visitors. Many rides were provided and at one point, on Saturday, the mainline was almost clogged with trains with very happy riders.

We look forward to next year's open house.
(Jim Trowbridge)



The Colorado Live Steamers have established their new layout in a most picturesque site. Located on the old site of the Denver Water Board's filtration plant at Waterton, the layout drifts in and out of cottonwood giants and other lush greenery. The site is cool and inviting and hides enough trackage to give one the feeling of really traveling some distance. Here we see several trains about ready for passenger service early Sunday morning. Trains were running on 3 1/2--4 3/4 and 7 1/2-inch gauge tracks. Consists included steam, diesel and electric-styled locomotives.

(Jim Trowbridge Photograph)



AMTRAK NEWS

President Bush signed the Amtrak Reauthorization and Improvement Act of 1990 on July 6. Bush is the first president to sign a free-standing Amtrak authorization bill since President Carter signed the Amtrak

Reorganization Act of 1979. For the last 10 years, Amtrak's authorization has been included as part of bills that authorized funding for many federal programs. Presidents Reagan and Bush either signed these bills or let them become law without their signatures. Their reasons for signing or not signing the bills were not related to Amtrak.

The act sets funding levels for the company for fiscal years 1989 through 1992. The bill authorizes a maximum federal grant of \$684 million for 1991 and \$712 million for 1992.

The act also retroactively authorizes Amtrak to pay its Railroad Unemployment Insurance funds on an experience-rated basis for 1989 and 1990. This means the company will pay benefits only for its own employees, which will reduce Amtrak's need for federal subsidy by a total of \$16 million for 1989 and 1990.

The act also includes a provision that clears the way for commuter rail service from Northern Virginia into Washington, D.C. The provision exempts Conrail from liability in accidents involving Virginia Railway Express commuter trains on Conrail-owned track in the District of Columbia. Without the exemption, Conrail refused to allow commuter trains from Fredericksburg and Manassas, Va., to cross the Potomac River into the District to reach Washington's Union Station.

The commuter rail service, which Amtrak will operate under contract to the Northern Virginia Transportation Authority, is expected to transport 4,000 daily round-trip passengers.

The act doesn't include the provision, unrelated to Amtrak, that Bush objected to when he vetoed the first bill on May 24. That provision would have required the Interstate Commerce Commission to review buyouts of major freight railroads by companies not in the railroad business. In his veto message, Bush called the mandate "an unprecedented new regulatory review requirement and...a step backward for the entire rail industry." The ICC said it has no authority to review the purchase of a Class I freight railroad by a non-railroad.

New authorization bills were introduced in the House and Senate during the week of June 11 that included all the provisions of the original Amtrak authorization bill except the one President Bush objected to.

An authorization bill sets limits on the money appropriated for a particular program so the government has a sense of how much it's spending. An appropriations bill states the actual amount of funding that will be given to a program.

On July 12, the House passed its version

of the FY91 Transportation Appropriations bill that includes \$343 million in operating funds and \$139 million in capital funds for Amtrak.

The House has decided to separately fund, through the Federal Railroad Administration, \$150 million in excess Railroad Retirement and Railroad Unemployment Insurance payments that Amtrak currently is giving back to the federal government, and has reduced Amtrak's total funding by the same amount.

The Senate will begin action on its FY91 Transportation Appropriations bill in the coming weeks. (AMTRAK NEWS, July, 1990)

HIGH-TECH LINK KEEPS BURLINGTON NORTHERN RAILROAD ON TRACK

Atop a 9,000-foot peak in Montana, the temperature rises dramatically in an unmanned microwave repeater station, threatening the delicate electronic equipment inside.

The station is vital to the Burlington Northern Railroad's communications because it serves four intersecting microwave routes that link communications along the carrier's 25,000 miles of track.

If the repeater fails, track signals might be disrupted. Dispatching instructions to locomotive engineers might be interrupted. Trains might stop.

As the heat soars beyond the acceptable limit of 85 degrees Fahrenheit, a computerized monitoring system in Seattle receives an alarm and relays the signal to the Burlington's communication network control center in St. Paul.

In an instant, a red dot lights up on a large screen displaying the railroad's entire communication network. The dot pinpoints the trouble spot near the crest of Big Mountain, not far from the Continental Divide.

A technician immediately notifies a Burlington office in Whitefish, Mont., and shortly thereafter a repairman sets out on the arduous, 45-mile, three-hour drive on winding mountain roads to the repeater station.

Once there, he discovers that an air conditioner at the remote installation has failed and sets to work correcting the problem. The trains roll on uninterrupted.

And Robert J. Corbin, manager of the Burlington network control center, leans back in his chair with a smile, pleased that the railroad's newest technological advance has functioned without a flaw.

Opened last September in a St. Paul high-rise, the facility is regarded as one of the most modern telecommunications control center in the world.

Its function is to monitor, 24 hours a day, the Burlington's 7,800-mile microwave system, one of the largest in the nation; a 1,700-mile fiber-optic system stretching to Seattle; and the commercial telephone services in areas where the Burlington doesn't have its own lines.

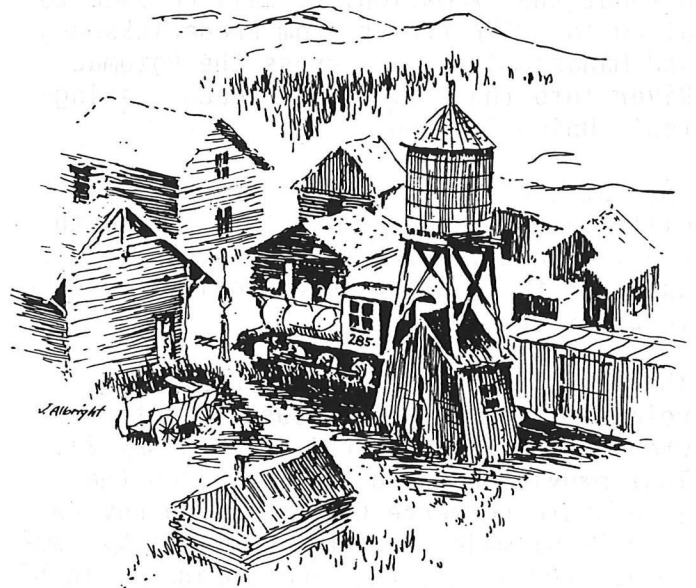
Over those networks flow functions like electronic data exchange and voice and control circuits linking dispatchers with trains and maintenance-of-way crews.

Because the center's equipment has diagnostic capability, the staff of 13 supervisors and technicians can anticipate problems before they turn into a crisis, Corbin said.

That means the railroad also can move quicker to solve problems in an era of higher-speed trains hauling increasing tonnage of goods over vast distances in the 25 states, including Colorado, and two Canadian provinces through which the carrier operates.

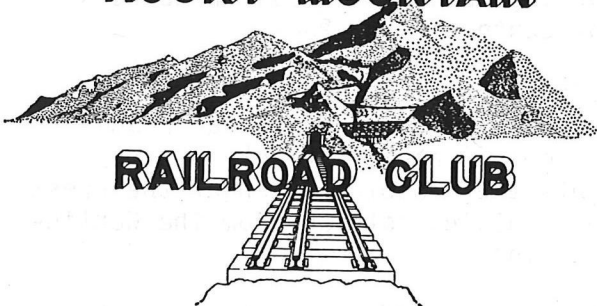
"The lifeblood of the railroad is dependent on its communications network," Corbin said. "Our job is to increase the reliability of that system and reduce downtime.

"...The bottom line is to correct problems before users even recognize that there is a problem." (Denver Post, 9/2/90)



ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

DONALD W. ZIELESCH
3953 W. ELDORADO PL.
DENVER, CO 80236

HB

